

SPECIAL TO TORRANCE

Santa Fe Central Placed Train at the Disposal of Editor Burke Sunday.

GROWING COMMUNITIES

Towns Along the Line of the New Road Building Rapidly and All Prospering.

A special train was run over the Santa Fe Central between this city and Torrance yesterday. The train was placed at the disposal of W. S. Burke of Albuquerque, and the party was in the personal charge of J. H. Harris, superintendent of the Santa Fe Central. The members of the party were W. S. Burke and Mrs. Burke, Miss Clara Olsen, private secretary to Governor Otero, W. H. Bartlett of the land office, and A. I. Livingston of the Daily New Mexican. The party was joined at Kennedy by C. C. Keyes of the superintendent's office, and at Estancia by W. P. Clark, land and industrial agent of the Santa Fe Central. W. N. Townsend went as far as Estancia and joined the party on the return. The run was made through Torrance and while there the members of the party were entertained at the home of Mr. and Mrs. Keyes.

The train left Santa Fe yesterday morning at 8 o'clock and was composed of one of the handsome new coaches recently received by the Central, besides a tank car. The train was in charge of Conductor James Carlisle and Engineer S. S. Marshall. Brakeman Clarence Palmer and Fireman Charles Gutterman were the other members of the crew. The first stop was made at Kennedy; the party while there visited the extensive establishment of the Dunlavy Mercantile company. Kennedy is quite a promising location and is the junction point of the Santa Fe Central and the Atchison, Topeka & Santa Fe systems. Considerable work that has been done in the way of platting a town site.

At Picture Rocks, a short distance beyond Clark a stop was made and the quaint markings that almost cover the smooth face of the cliff were examined. These strange characters were the work of the Indians many years ago and this has been a point of interest for years though known to comparatively few outside of the immediate locality. There is not known to be in existence any complete deciphering of these hieroglyphics. They are mostly ideographs and through the ravages of time some of the rocks have become displaced and have fallen to the base of the cliff. The markings however, can still be plainly traced, while those on the face of the cliff are very plain and easily followed. It is not altogether improbable that the Santa Fe Central will make this strange and valuable relic of the earlier life of the red man one of the attractive and interesting points that are to be found along the line of the new road.

To the top of the divide which separates the Galisteo and the Estancia plains the grade is heavy but the view is one of the finest that is to be had. The broad and fertile prairie is now dotted with the squatter settlements, these have suddenly sprung into existence within the past twenty months. There are quite a number of homesteaders located all along the line and more are daily arriving. The majority of the settlers just now are coming from Texas, and yesterday there arrived at Estancia a caravan consisting of fifteen wagons. At Willard there are some locators at work having in view the establishing of a colony of desirable settlers in that neighborhood. There is no reason why this region should not become the Mecca for the homesteader as water is to be easily had and there are all the conveniences in the way of obtaining goods and affording an outlet for the product of the ranch and farm that could be desired. One of the very notable facts is the question of fuel, and this is no longer a question but one that has found an easy solution. It is established that the Santa Fe Central will tap vast coal fields of excellent quality, sufficient to supply all the demands of the road. The great timber tracts that are stretched all along the line of the road and are so easy of access allow no discussion as to the obtaining of lumber and building material. The Jackson-Galbreth Lumber company of Alamogordo will establish at once extensive lumber yards at Estancia.

At Moriarty the outlook is most promising and there has already been much work done in the laying out of a town with the idea of making it quite a prominent point as the junction of the Santa Fe Central and the Albuquerque Eastern, which is now under construction. The physical connection of the two roads has been made and the track for some distance is already laid. There are now about sixteen miles of grading done and the water-

ONE KILLED-ONE HURT

Serious Smash-Up on the Chicago & Rock Island Saturday Near Logan.

Special to New Mexican.
Logan, N. M., Aug. 31—There was a serious wreck on the Rock Island between this point and Tucumcari Saturday night and one man is thought to be buried under the wreckage. Another was seriously injured and was taken to El Paso for treatment. Both men were tramps and were stealing a ride on the freight when the train left the track. The freight was running at a high rate of speed and suddenly left the rails, but from what cause it has not yet been learned. There were seventeen cars piled in a mass along, side of the embankment and the track was blocked for a number of hours. All traffic was greatly delayed and the Chicago-El Paso trains were held for more than eleven hours. The names of the injured man and his companion could not be learned.

TURKISH MINISTER SEES SECRETARY OF STATE

Washington, Aug. 31—Chorib Bey, the Turkish minister, had a long interview today with Secretary Hay. He assured the secretary that the Turkish government would use every endeavor to protect the Americans residing in Turkey. He discussed the insurrection in Turkey and said that the Turkish government was not responsible for any of the disasters that had occurred. There is no intention of changing the orders to the European squadron at present.

COLDEST SUMMER EVER KNOWN IN NEW YORK

New York, Aug. 31—The summer of 1903 passes into history as the coldest ever recorded by the weather bureau. The average temperature for June, July and August was 69 degrees, three-quarters of a degree lower than any previous record.

REMEDY WAS GOOD BUT THE MAN DIED

Pratt, Kan., Aug. 31—Judge J. C. Ellis, one of the best known lawyers of western Kansas, died today. He fasted 37 days to cure dyspepsia.

ial for the work is being rapidly delivered on the ground. The first passenger train to have been run over any part of the Albuquerque Eastern was the special of yesterday which was run over the finished part.

At Estancia the work of making it one of the most attractive towns in New Mexico is going rapidly on. The town site has been laid out and the work of grading the streets will be begun this week. There are now more than 200 squatters in the immediate vicinity and Estancia will become the business center for this section. The Santa Fe Central has donated to the town a site for a court house, as it is purposed to make Estancia the county seat of the new county of Torrance, and also a site for a school house. There are about 150 children of school age now in the town and it is hoped that the temporary school building will have about 25 sleeping rooms. The establishment of a weekly paper is only a matter of a few weeks and negotiations have already been closed with Trinidad parties for the opening of a printing office at this point. The company has finished the ploughing of the park which will have an area of 42 acres and in the center is a very pretty lake. The whole park area will contain about 50,000 trees. The Santa Fe Central will have good sized yards at Estancia and nine side tracks are now being put in. There will also be a roundhouse with a capacity of eleven engines and shops and warehouses. The work of grading the yards has been completed and the tracks are now being put down. In the town itself there are under construction ten houses and work on others is being delayed because of the inability of the builders to obtain material rapidly enough. The hotel will be under the management of Mrs. Jennie Stepp who will also have charge of the eating house at Torrance.

At Torrance the plans for the new union station of the Santa Fe Central and the El Paso & Northeastern are completed, and work will soon begin. The station and grounds will be located between the tracks of the two roads at the foot of Pennsylvania avenue and will cover a tract of 600 by 100 feet. The building will be of brick and will contain all that is best in the way of conveniences and improvements. The architectural design will be most attractive and the plans call for the making of small park and gardens on the depot grounds.

At Blanca improvements are planned, and also at various other points along the line. At Progresso tanks are being erected and at Clark there have been placed dumps and bins to facilitate handling the coal that is brought to that point from the mines. All along the line of the road there is to be found the air of general prosperity and progress is the watch word.

A 400,000 ACRE FARM

Orchards Laden Each Year With Luscious Peaches, Nectarines, Oranges and Other Fruits.

A FRAUD AND A HUMBUG

The Stupid and Wicked Desert Land Law Made Possible This Immense Ranch.

Among the very big things in California is the greatest irrigated farm in the world. It consists of 400,000 acres, nearly all of which is under actual cultivation.

This princely estate is the property of a single firm, or close corporation, practically composed of only two persons or families.

Flowing through the heart of this vast property is a splendid river—one of the best in California—which takes its rise in the highest peaks of the Sierra Nevada. Without the use of this stream the estate would be a desert. With it, the property is converted into a paradise.

The land is fertile almost beyond belief, for it is a delta which the stream has been building for ages. Here are wonderful fields of alfalfa, yielding five or six crops every season and furnishing rich pasturage beside. Here are vineyards bearing the famous raisins and wine-grapes of the San Joaquin valley. And here are orchards laden each year with luscious peaches, nectarines, and prunes, and other orchards of almonds and walnuts. Oranges are not produced in commercial quantities, but are found in the dooryards with the other rich offerings of the semi-tropical climate. It is literally a land "flowing with milk and honey."

And this greatest irrigated farm in the world is now a private estate. It is, yet only a few years ago every acre of this opulent soil, together with the precious stream which waters it, belonged to the people of the United States. The soil, the water, the mountains, the forests and the snows which lie in their embrace—all these formed a part of the heritage of your children and mine.

Carved Out of the Public Domain.

How, then, did all this land and water pass into private ownership? The thing was done by means of the preposterous land laws of the United States. It is strange that these laws were ever placed upon the statute book—stranger yet that thus far they defy all efforts to effect their repeal. No one ever dared to go before Congress and respectfully request the passage of a bill entitled "An act to Enable Rich Men and Corporations to Acquire Lordly Estates from the Public Domain." Of course, no one would think of proceeding in precisely that way.

What is actually done is to ask Congress to assist them in making "homes for the homeless and in furnishing land to the landless." And the method proposed is the notorious desert land law. This was a fraud and a humbug from its inception. It is a sort of anaesthetic administered to the people to put them to sleep while some millions of acres are painlessly amputated from the public domain.

This stupid and wicked law originally invited every man and woman in the United States, over twenty-one years of age, to take up 640 acres as a homestead. They were required to pay \$1.25 per acre and to swear that they had provided a means for irrigating a certain portion of the land. The law was loosely administered and frequently evaded in its most essential details. A few years ago the amount of land which one individual could acquire under this statute was reduced to 320 acres.

As a rule, the desert lands lie in large bodies and are only to be reclaimed by costly works of irrigation. In the case of the great farm under discussion, the works are said to have cost \$4,000,000.

How could any poor settler, or any number of poor settlers who could be brought together under ordinary circumstances avail themselves of the privilege of getting homes by using this law in good faith? They could not do so. They did not do so. The law was designed as an instrument to rob the people of their lands. And, with rare exceptions, it has been used strictly in accord with that design.

Room for Forty Thousand.

Ten acres of good irrigated soil in the semi-tropical valleys of California will support an average family in comfort. Four hundred thousand acres would, then, support 40,000 families or 160,000 persons if the families consisted of four each. This is the number of landed proprietors who might now be in possession of the greatest irrigated farm in the world if the national irrigation law had been passed twenty-five years ago and if the land

Continued on Page 5.

IS DOING GOOD WORK

Spends \$80,000 Annually to Support Mission Schools in New Mexico and Arizona.

IN CHARGE OF DR. CRAIG

The Presbyterian Teachers' Institute Has an Especially Interesting Program for the Day.

Today's session of the Presbyterian Teachers' Institute was one of especial interest and the program contained many features that were particularly enjoyable. The program for the day was as follows:

Devotional Exercises, Rev. Gabino Rendon; Primary Number Work, Miss Olinde Meeker; How to Secure Punctuality and Regularity in Attendance, Miss A. Brengle; Teaching Forms, Miss Alice Hyson; Recess. How to Interest the Boys While the Girls Are in the Sewing Class, Miss Alice Blake; Physiognomy—Child Study, Prof. Henri Deschamps. Noon. How to Hold Our Pupils When They Are Desirous of Leading a New Life and Their Parents Are Not in Sympathy With Them, Miss Alice Blake; David and Goliath, Dr. H. C. Thomson; How to Teach Drawing in Primary Classes, Miss Bertha Little; Method of Teaching Spelling to Beginners, Miss R. Meeker. Recess. Geographical Nature Study, Miss Elizabeth Craig; Revival of 53, Rev. Gabino Rendon; Physiognomy, Prof. Henri Deschamps.

There are few other than those in close touch with the Presbyterian mission schools, who are familiar with the work or cognizant of its extent. It should be remembered that the Presbyterian Board of Home Missions spends over \$80,000 annually in the support of these schools and for the furthering of the work in the territories of New Mexico and Arizona. There are schools located at various points all through the territories and there are about forty teachers engaged. The whole work is under the direction of Rev. Robert M. Craig, the medical missionary and superintendent of the Presbyterian schools in New Mexico and Arizona. Mr. Craig was born in Oxford county, Ontario, Canada. His collegiate course he completed in Toronto university, and his theological studies in Knox college in 1883. The same year he was licensed by the Presbytery of Huron, and also (a rather unusual circumstance) was ordained to the ministry that same year by the Presbytery of Whitby and began his pastorate of six years in the church at Dunbarton, Ontario. The six succeeding years he was pastor of the Presbyterian Church of Fergus, Ontario. While there he was secretary of the board of education, and also member of the senate of Knox college.

In 1895 he retired from the Queen's dominions and came to New Mexico. For two years he was pastor of the First Church in Santa Fe, and for one year he was the chaplain of the legislature. Since 1897 he has been Synodical Missionary. A large number of new churches have been organized, and are now enjoying regular services in their own neat edifices that owe much of their prosperity to his fostering care. Many flourishing schools have been in the same way brought into successful operation by his unwearied exertions. He has made an heroic effort to double the capacity of manual schools and a handsome new \$10,000 building is now in progress of erection at Albuquerque.

The work in this city is under the direction of Miss M. Bertha Leasingham. Miss Leasingham is a native of New York State, having been born at Hammond, and after completing her course in the New York State Normal and Training school, taught in the schools of New York City. Later she took a course in the Washington Kindergarten and Primary school at Washington, D. C., and then spent one year in work among the Indians at Talequah. Last September she entered the field of mission work in New Mexico and was stationed at Embudo. Last April she succeeded Miss M. L. Allison as superintendent of the Allison school in this city. Her success has been marked and under her efficient management there is no doubt that the work in this city will progress most rapidly.

The Allison school is an institution for the education of girls and for their instruction in the domestic arts. The buildings have undergone thorough renovation and with the re-arrangement made during the past summer, there will be accommodations for some eighty pupils. The faculty consists of eight teachers who with their respective departments are: Miss O. Meeker, principal; Miss Harriett Woodward, primary department; Miss Bessie Read, music; Miss A. Brengle, matron; Miss Emma Brown, cooking, and Miss M. Morrow, laundress. The seamstress will be appointed later on. The Allison school with its executive

BRAKEMAN KILLED.

Catches Foot on Depot Platform and Legs Are Almost Crushed Off at the Hips.

R. W. Hostetter, a brakeman on the Santa Fe was run down by a freight train at Lamy yesterday morning at 4 o'clock and received injuries from which he died at St. Joseph's sanitarium in Albuquerque a few hours later. Hostetter was running alongside the moving train and was about to swing himself up, but in the darkness of the early morning failed to see the low platform that extends out in front of the station. His foot caught and he fell beneath the wheels. The train passed over both legs, crushing them almost off at the hips.

The accident was discovered at once, the train was stopped and a special composed of caboose and engine made up. The injured man reached Albuquerque at 6 o'clock. Dr. James H. Wroth met the special and an operation was performed almost immediately on reaching the sanitarium in the hope that the victim's life might be saved. The injury however, was recognized as fatal from the beginning and the man died at 9:30 o'clock.

Little is known of Hostetter. He had been working in the yards in Las Vegas and had only been on the road for about a month. He came to Las Vegas from Cedar Rapids, Iowa. His family at that place have been notified.

DISTINGUISHED SCHOLAR DIES IN DENVER.

Denver, Aug. 31—Gen. Don Carlos Hasselton, a distinguished scholar and linguist, died today at his home in this city. He was born in New Orleans in 1825 of Spanish parentage. His great-grandfather was governor-general of all the Spanish possessions in the New World. General Hasselton was a graduate of Miami, Yale and Heidelberg universities. He entered the Confederate army as a major, was captured as a spy and sentenced to be shot, but escaped. After the war he studied engineering and was a member of Commodore Porter's staff.

SENATOR HANNA ABLE TO SIT UP.

Cleveland, Ohio, Aug. 31—Senator Hanna was so much better today that he sat up several hours.

MURDEROUS HOLD-UPS

Begin to Shoot Without a Word of Warning in Chicago Street Railway Barn.

KILL TWO, WOUND TWO

Eleven Suspects, One a Former Employee of the Company, Have Been Arrested.

Chicago, Aug. 31—Without a word of warning two men were killed and two others wounded by hold-ups at the barn of the Chicago City Railway company at Sixty-first and State streets at an early hour Sunday morning. The shooting was done by three men who escaped after securing \$2,000. Three of the men shot were working in the cashier's office and the other was a motorman who was asleep in the outer office. The men in the office were shot before they were aware of the robbers' presence and the motorman was killed as he was rising from a bench where he had been sleeping.

Of eleven suspects arrested following the murder of Frank Stewart and John B. Johnson, employees of the Chicago City Railway company, and the looting of the company's safe, seven are being held. One prisoner is John Sleuder, a former employee of the company, who is known to have been in the vicinity at the time. The two men who survived the fire of the robbers can give but a meager description of their assailants.

PATTERSON SAYS ALASKA NEEDS ROADS AND LAWS.

San Francisco, Aug. 31—United States Senator Patterson of Colorado arrived here en route from Alaska to his home in Denver. He is a member of the committee selected by the Senate to visit Alaska and report its legislative needs. "The most urgent need of Alaska," said Senator Patterson, "is good roads. Another crying need is for laws. The mining laws need to be reformed and courts appointed with power to regulate the territory."

work is the outgrowth of the small mission school that was established in this city by Miss Allison more than 22 years ago.

WIND WAS TOO LIGHT

Breeze Died Down and Reliance Could Not Finish Within Time Limit.

SEA ROUGH & CHOPPY

The Yachts Got an Even Start But the Defender Gradually Drew Away.

New York, Aug. 31—At 8:30 this morning the wind off Sandy Hook registered ten mile an hour. There are prospects of a good race.

Committee boat signalled course 15 miles to windward and return.

Wallowing in a Heavy Sea.

New York, Aug. 31—The autumnal storm which kept the Reliance and the Shamrock for 47 hours within the shelter of Sandy Hook bay subsided sufficiently this morning to enable the two racers to venture once more into the open sea for the races for the America's cup. The gale, however, had left a heavy swell so that the two boats, when they turned the point of Sandy Hook, began to roll and wallow like a couple of coal barges. Dark clouds seemed to threaten rain at any moment. The decision to start the race was accepted with favor on all sides as interest in the races had been well dampened.

Yachts Started Even.

New York, Aug. 31—The starting gun was fired at 11:45. The starting time, official, for both yachts was 11:45:26.

Bulletins.

12:35 p. m.—The Reliance is a quarter of a mile to the windward of the Shamrock.

12:50 p. m.—The yachts are still holding off the shore on the port tack, sailing not more than four miles an hour in a light breeze.

1:20 p. m.—(By Marconi)—Half way to the outer mark the Reliance was leading by half a mile. Both boats are pounding badly.

2 p. m.—The Reliance has apparent lead of a mile and a half.

By Marconi—Four miles from the turn the Reliance is leading by about two miles.

The Reliance turned the outer mark at 3:00:45; the Shamrock turned at 3:21.

4:05 p. m.—The Reliance has covered about one-half the distance to the finish line. The wind freshened somewhat and there is a chance that the Reliance will finish within the time limit.

4:30 p. m.—The Reliance is leading by a mile and a half.

4:20 p. m.—The Reliance has dropped her spinnaker and is heading for the finish under her large balloon jib. It looks as if she had about two and a half miles to go. The contest between her and time is exceedingly close.

5 p. m.—The Reliance is still one and a half miles from the line. It is a close but almost hopeless race against time.

Race is declared off. The boats were unable to finish within the time limit. The time expired at 5:15:26 with the Reliance half a mile from the finish line.

RUNAWAY FREIGHT TRAIN MAKES RECORD TIME.

Colorado Springs, Colo., Aug. 31—A runaway Colorado Midland freight train of sixteen loaded box cars, engine and a caboose, which got beyond the control of the crew five miles west of Colorado City up Ute Pass at 5 o'clock this morning and plunged down the grade at an estimated speed of 100 miles an hour, ran into an open switch at Colorado City and was completely wrecked. The loss in rolling stock is \$18,000. Engineer Frank Watts and Fireman James Brandenburg say the air brakes failed to work. They jumped off the train. No one was hurt.

RAILROAD OFFICIALS CHARGED WITH MANSLAUGHTER.

Newark, N. J., Aug. 31—President Cassatt and six other members of the executive committee of the board of directors of the North Jersey Street Railway company, appeared today in the Essex County court for trial on an indictment charging them with manslaughter, based on the collision of February 19 between a Clifton avenue trolley car and a Lackawanna train, in which nine Newark school students were killed.

SECRETARY CORTEYOU DELIVERED AN ADDRESS.

New York, Aug. 31—The fourth international congress of actuaries met in this city today. Secretary Corteyou of the bureau of commerce and labor, who is an honorary member, was delegated by the President to open the congress and he delivered an address. The session will continue a week.